
Message

From: Wintrob, Paul [Wintrob.Paul@epa.gov]
Sent: 1/18/2022 2:50:52 PM
To: R1 NewsClips [R1_NewsClips@epa.gov]; Kilborn, John [Kilborn.John@epa.gov]
Subject: News Clips for Tuesday, January 18, 2022

Good Morning!

Lots of clips today, as this batch covers the holiday weekend.

Have a good rest of the week!

Paul
617.918.1514



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Online

Prospect neighbors vow to fight Virginia company's \$12 million quarry project

Source Bangor Daily News Online - Jan 18, 2022

East Millinocket will use \$300K grant to help its 1st paper mill tenant get off the ground

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DEP action prompts Lee company to abandon work site near planned PCB dump

Source The Berkshire Eagle Online - Jan 17, 2022

74 acres of forest protected along Merrimack River

Source Concord Monitor Online - Jan 17, 2022

Will climate change impact the Tweed Airport expansion? Here's what experts think

Source Hartford Courant Online - Jan 17, 2022

Youth activists say Legislature must combat climate change, systemic racism

Source VT Digger - Jan 17, 2022

Data Show Widespread Toxic Chemical Contamination Across Rhode Island and Massachusetts

Source EcoRI - Jan 17, 2022

Real estate fraud / Cannabis and PFAS / Potato trains

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More than 50,000 acres of Connecticut coastland designated as estuarine research reserve. Here's why it matters

Source Hartford Courant Online - Jan 16, 2022

A recent expansion at Vermont's only landfill could be its last. What happens next?

Source VT Digger - Jan 16, 2022

As electric rates rise, gas-fired power emerges as both scapegoat and savior

Source Portland Press Herald Online - Jan 16, 2022

Cannabis may be a surprising solution to Maine's 'forever chemicals' problem

Source Bangor Daily News Online - Jan 16, 2022

Developer misses deadlines to complete Great Barrington ballfield, pay off brownfields money

Source The Berkshire Eagle Online - Jan 15, 2022

Environment groups, company settle lawsuit over landfill

Source Associated Press Online - Jan 14, 2022

Federal Energy Regulatory Commission rethinking Weymouth compressor, Markey says

Source The Patriot Ledger Online - Jan 14, 2022

Town of Haddam gets \$1.8 million grant to remediate old mill brownfields

Source Connecticut Post Online - Jan 14, 2022

Commission on Clean Heat eyes road map to cut building emissions

Source The Berkshire Eagle Online - Jan 14, 2022

Scarborough Town Council takes another step toward bypass connector

Source Portland Press Herald Online - Jan 14, 2022

Print

● **Groups seek new rules protecting Maine lakes from invasive species**

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● **Waste management tackles tire recycling problem**

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● **Vermont conserves 6,500 acres in Worcester, Elmore**

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● **Seeking a sustainable future for farmers**

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● **Mass., New England seen as a kind of ground zero in climate fight**

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- More than 50,000 acres of CT estuaries and Long Island Sound designated as 'living laboratories'

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- Report: Cape Cod's water quality is declining; Watchdog group urges towns to tap new federal infrastructure funds

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- Groton to develop coastal resiliency plan for downtown Mystic

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- City adding school buses powered by propane; Despite move away from diesel, critics say more could be done

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- US regulators to consider shutting gas compressor; Change in makeup of panel could affect Weymouth decision

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- Interior slated to hold first offshore wind power auction

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- NDDH offers its communities radon test kits

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- Route 9 asphalt plant proposed for Old Ferry Road

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Groups seek new rules protecting Maine lakes from invasive species

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FULL TEXT

A broad coalition of conservation groups and property owners is pushing for legislation to strengthen **Maine's** protections against invasive freshwater plants and animals before it's too late.

Thus far, **Maine's** thousands of pristine lakes and ponds have largely avoided widespread infestations that degrade **water quality**, choke out native species and obstruct boats and swimmers.

But the state's luck could run out without more protections, said Colin Holme, executive director of the Lakes Environmental Association, a conservation nonprofit in Bridgton. Once an infestation sets in, it is extremely expensive, and sometimes impossible, to remove.

"Our lakes are beautiful; the only way they are going to stay that way is to keep invasives out," Holme said.

Risks increase with a rising number of boaters and growing infestations in lakes and ponds, he added. Meanwhile, lawmakers and state agencies have been reluctant to add new regulations pushed by lakes associations and environmental groups.

"The issue is (that) there is a disconnect between what the public wants for protection from invasive aquatics, what is really needed and what (the **Maine**) Department of Inland Fisheries and Wildlife wants to take on for new regulations," Holme said.

BILL BORN OF FRUSTRATION

A bill before lawmakers this session would try to bridge that gap by establishing a new state-level committee that would report regularly to the Legislature and recommend new laws and regulations to combat and prevent freshwater invasives.

The committee could consider speeding up treatment of infested lakes, limiting watercraft in infested areas, mandating boat inspections on infested waters and requiring permits for events held on them.

There are about 6,500 lakes and ponds in **Maine**. Roughly 30 infestations have been detected in the state's inland waters.

The bill was born out of frustration with previous efforts to toughen state rules, Holme said. Last year, lawmakers on the Inland Fish and Wildlife Committee killed a "clean, drain, dry" bill that would have required boaters to make sure their vessels were free of invasive species before launching in state waters.

The proposal attracted ample public support, but the IFW questioned its enforceability.

Instead of bringing forward new bills that could meet the same fate, supporters think a standing committee can produce consensus bills that would be acceptable to everyone involved.

Back in 2001, **Maine** passed the "milfoil bill," named after a common variety of pernicious, invasive plants. That bill, which established prevention and treatment programs, was trailblazing at the time, but **Maine** has fallen behind since, Holme said.

Clean, drain, dry bills are common in states facing serious infestations, he said. Other states even have boat decontamination sites on their borders or prohibit launching a boat without an inspector present.

"There are so many reasons to take this seriously right now and jump on it and really make sure the vectors that move these plants around are addressed, more than ever," Holme said. "We need to be more proactive, and unfortunately, that is going to require more than education."

PROPOSAL GRABS ATTENTION

L.D. 1826, innocuously named "An act to create a subcommittee of the interagency task force on invasive aquatic plants and nuisance species to recommend ways to reduce the threat of further infestations," attracted a flood of public comment at a hearing last week.

More than 100 people and organizations submitted written testimony on the bill, nearly all in favor.

IFW and the **Maine** Department of Environmental Protection both submitted testimony that was neither for nor against the bill. Both agencies said an informal working group - with a similar composition to the proposed committee - is already working on invasive species issues, including a clean, drain, dry proposal.

"While we can't prevent all infestations, we need to constantly look for improvement in our spread prevention and infestation management," said Brian Kavanah, director of the Bureau of **Water Quality**, in testimony.

The bill "intends to do just that but may not be needed given ongoing work by state agencies, lake associations and other organizations devoted to protecting our inland waters."

Maine has avoided widespread infestations because of the work already being done by the state, nonprofits and volunteers backed by an interagency task force, said Mark Latti, communications director for the Department of Inland Fisheries and Wildlife.

"If you look over the years at what has been done, educational campaigns, enforcement, eradication, there has been a lot done by this committee," Latti said. "More is coming, certainly it is not time to let our guard down. But a lot of great work has been done and continues to be done."

The aquatic invasive task force, established more than 20 years ago, has become a clearinghouse for individual lakes' prevention and management programs, said Susan Gallo, executive director of the nonprofit environmental protection group **Maine** Lakes. The task force doesn't propose policy or laws to address the issue, she added.

A working group of the task force was formed to address future invasive measures, but it has no mandate or guarantee it will be allowed to keep working, Gallo said.

The proposed committee, on the other hand, would be legally bound to produce biannual reports to the **Maine** Legislature.

"I've been on so many failed working groups," Gallo said. "Everyone is excited, but if the administration changes, if you lose steam, it never sees the light of day."

A formal committee, she said, "guarantees as much as anything that the work will keep going and, really importantly, it will come in front of the Legislature."

IS TIME RUNNING OUT?

Maine shouldn't wait for things to get worse before making stricter laws, said Toni Pied, invasive species manager for Friends of the Cobbossee Watershed in Winthrop.

Cobbosseecontee Lake, south of Augusta, was free of invasive plants until four years ago when Eurasian watermilfoil, an especially virulent species, was detected.

Now her group, with funding from the state and help from volunteers and the local lake association, is trying to eradicate five patches of milfoil in the lake. It also combats lake infestations of variable leaf watermilfoil and European frogbit, another invasive plant.

Eradication efforts, which include using herbicides and manually pulling plants, cost \$50,000 a year, Pied estimated.

Pied doesn't want other lakes to suffer through the same battle.

"The perception that people have of invasives in lakes is that if their lake doesn't have it, it is not a problem," Pied said.

That false sense of security can be punctured by just one visiting boat bringing in a foreign species, she added. Many states that have imposed stricter rules only did so after invasives were already out of control, Pied said, adding that **Maine** shouldn't make the same mistake.

"We have a limited window of opportunity here," she said. "We have a very few number of infested lakes statewide, but that is not necessarily going to be the case."

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Waste management tackles tire recycling problem

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BRATTLEBORO - Windham Solid Waste Management District recently expanded its tire **recycling** facility to better serve transfer stations and the public. A new bunker has been installed that will hold more than 1,000 tires to have enough for collection by a licensed tire **recycling** contractor.

Bob Spencer, executive director of the waste management company, explained that transfer stations operated by six member towns had trouble **recycling** tires. Because of driver shortages and declining markets for **recycling** tires, companies aren't willing to drive to the remote stations to pick up small numbers of tires. "We recently visited our member town transfer stations, which are in Dover, Jamaica, Readsboro, Stratton, Townshend, Wardsboro and Wilmington to see what assistance they needed on a range of solid waste issues, and all of them - except Townshend who does not take tires - asked for assistance in **recycling** tires," said Spencer.

"We work through the Northeast Resource Recovery Association to recycle some materials, and they have a contractor licensed by the state of **Vermont**, BDS Waste Disposal, Inc., that will collect a load of tires once there are at least 10 tons. That equates to approximately 900 passenger vehicle tires, which is a large quantity, much more than a town would generate in even several years. So we built a new concrete block bunker that can hold at least 1,000 tires, and BDS will use a truck with a grapple to load the tires from the bunker into a large trailer. We have notified the towns that they can haul smaller truck loads to Windham Solid Waste Management District. We have had to increase our charges for tires to cover the higher fees, as well as the increased labor at Windham Solid Waste Management District, but towns can pass that cost on to their customers," explained Spencer.

The facility will limit use of the bunker to its member towns, as well customers who purchase access stickers to use the transfer station on Old Ferry Road. Retail outlets for tires will not be eligible to use the district facility, since most have their own collection programs.

"As with many recyclable materials, costs have increased, but at least tires can still be recycled and diverted from landfill disposal," added Spencer.

For more information about Windham Solid Waste Management District tire **recycling** and other materials, visit www.windhamsolidwaste.org.

Retail outlets for tires will not be eligible to use the district facility, since most have their own collection programs.

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Vermont conserves 6,500 acres in Worcester, Elmore

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VERMONT NEWS IN BRIEF

WORCESTER

The *Vermont* Land Trust and the state of *Vermont* have finalized a deal to protect 6,500 acres of land in Worcester and Elmore.

The *Vermont* Department of Forests, Parks, and Recreation has purchased conservation easements for two large parcels of forestland in what's known as Worcester Woods.

The deal was completed with help of funding from the U.S. Forest Service's Forest Legacy Program.

The Land Trust says the Worcester Woods are part of an internationally significant wildlife corridor that connects the Green Mountains with forested lands that stretch to Nova Scotia in Canada.

Vermont Forestry Commissioner Michael Snyder says the deal ensures the land will remain forested while benefiting wildlife, protecting *water quality*, and providing perpetual access to the public.

Much of the land that makes up the Worcester Woods was acquired by the Meyer family, owners of the Deer Lake Timber Company, in the 1950s.

In 2014, the Meyers sold the land to the land trust at less than appraised value to support the land's conservation. In addition to the former Meyer land, a separate 730-acre parcel was included in the project.

The *Vermont* Land Trust plans to sell the land, with the conservation protections in place, to private landowners.

MONTPELIER

93-mile cross-*Vermont* trail construction done in 2022

Work on the 93-mile Lamoille Valley Rail Trail that will cross *Vermont* between Swanton and St. Johnsbury will be finished by the end of the year, according to state officials.

Joel Perrigo of the *Vermont* Agency of Transportation told lawmakers contractors have been chosen to complete construction of the remaining sections and all are due to wrap up this fall. Signs will be installed next year.

The Lamoille Valley Rail Trail is located on a rail line that was completed in 1877 and operated until the 1980s. In the 1990s the *Vermont* Association of Snow Travelers, the statewide snowmobile organization, proposed transforming the line, owned by the state, into a four-season recreation trail.

The Caledonian Record reports the snowmobile organization invested multiple years and millions

of dollars to begin construction and manage the open sections of the trails. The transportation agency will assume management over the trail. Annual maintenance costs are predicted at about \$350,000.

The transportation agency assumed responsibility for construction of the remaining trail in 2018. In 2020, the state appropriated \$2.8 million to finish the project. Those funds were then matched by \$11.3 million in federal funds.

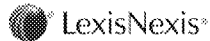
- The Associated Press

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Seeking a sustainable future for farmers

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COMMENTARY

BY CAROLYN PARTRIDGE This past week included some extremely interesting testimony in House Agriculture and Forestry. One of our goals is to enable a successful, sustainable future for *Vermont's* farmers, which is complicated and easier said than done. At the same time, we want our farmers to continue to be part of the solution to environmental degradation.

Additionally, we want to work on supplying more of our own food on a regional New England basis.

One of the first topics we heard about was the work of the Task Force to Revitalize the *Vermont* Dairy Industry.

Vermont dairy farmers have been struggling for several years with low milk prices (which are set at the federal level) and higher input costs.

In recent years, we have lost a great number of farms, in particular, small and medium-sized farms. This has had an effect on the availability of auxiliary businesses, such as equipment, feed, seed, and fertilizer enterprises. Interestingly, the number of cows has not decreased significantly so the trend has been for large farms to get larger.

The Legislature requested a report (Act 129) from the Department of Financial Regulation that indicated the need for change. The Dairy Task Force started meeting in May 2021, calling 53 witnesses to testify. They developed nine categories of short- and long-term recommendations that involve state and federal action.

Dan Smith, a lawyer who has expertise in dairy issues, co-chaired the Task Force and opined to us that money accrued from pandemic recovery could be helpful in improving the situation. For

instance, Maryland currently pays the premiums for their farmers for the Dairy Margin Coverage Program (DMC).

The DMC offers "protection to dairy producers when the difference between the all-milk price and the average feed price (the margin) falls below a certain dollar amount selected by the producer."

The DMC is a risk management strategy, like insurance.

If we were to cover DMC for *Vermont* farmers, it would cost \$3.8 million, but it would increase participation from farmers and would have paid out an estimated \$30 million recently.

Some of the same problems we're seeing nationally are plaguing the dairy industry in *Vermont* including labor shortages. Dairy processors are seeking employees to keep the cheese and yogurt plants running and, in some cases, are paying good wages with signing bonuses to boot.

Typically, the Cabot plants run seven days a week but are down to six because of the lack of workers. Farm workers are also needed as well as CDL drivers to transport milk. In addition, housing and childcare for workers is in short supply.

Other strategies are being discussed to improve the dairy sector including supply management, but it is recognized that additional analysis is needed so there is a request to continue the work of the Dairy Task Force.

One bright spot is that we are now using 58 percent of the milk we produce in *Vermont* with the advent of increased cheese and yogurt making. It used to be that we were using only 5 percent, which kept us even more at the mercy of the federal milk order pricing.

Another area we have been focusing on is the use of soil health practices, such as cover cropping, manure injection, and no- and low-till.

There are many benefits to employing these practices such as phosphorus reduction in the Lake Champlain Watershed, but the one we had the chance to hear about this week was *carbon* sequestration and the potential for payment for ecosystem services.

I met Dr. Sara Via at a Council of State Governments conference in Hudson, NY, before the pandemic started. I was impressed with the research she was doing at the University of Maryland and with the Maryland Department of Agriculture regarding the quantification of the amounts of *carbon* that could be sequestered using these various practices. Dr.

Via was kind enough to testify in our committee and, as one member stated, it was like attending a graduate course in college.

One stunning statistic that she mentioned was the fact that there are 42 million acres of lawn in the USA, making it the largest irrigated crop in the country. Lawns do not sequester *carbon* but are actually emitters when you consider mowing and other factors. She has been working on other more eco-friendly grasses that could be used, as well as native plants that would be more suited to our environment.

Members of the *Vermont* Climate Council testified regarding the Climate Control Action Plan, including Windham County's own Abbie Corse from the Corse Farm Dairy in Whitingham.

The work done by the Council is the result of the Global Warming Solutions Act that was passed by the Legislature. Jane Lazorchak spoke about the goal to lower *emissions* 40 percent below 1990 levels by 2030 and the group's five impact areas. They include cutting climate *pollution*, resilient working and natural land, vital communities, capturing *carbon*, and cross cutting solutions.

I encourage everyone who is interested to take advantage of the resources offered on the legislative website - www.legislature.vermont.gov - where you can click on the House Agriculture and Forestry Committee, view our agendas and the briefings and documents that are presented to us, and watch the livestream of our committee meetings by clicking on the "Livestream" link. You can also view all of our past meetings by going to YouTube and selecting our committee's name and the date.

This week we will be back in Montpelier and on Thursday, January 20, at 10:45 am, we will be hearing from Ellen Kahler of the *Vermont* Sustainable Jobs Fund, talking about her work with New England Feeding New England, a group aimed at creating a regional food system.

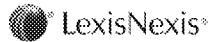
State Rep. Carolyn Partridge, D-Windham-3, welcomes emails at cpartridge@leg.state.vt.us. The opinions expressed by columnists do not necessarily reflect the views of *Vermont* News & Media.

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Mass., New England seen as a kind of ground zero in climate fight

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ABSTRACT

Readers weigh in on *climate change* issues, from forecasts of a fast-warming region to ambitious green energy plans outlined by candidates for *Massachusetts* governor.

BODY

State's transportation sector is a key area in which to make an impact

Re "A changing New England warming faster" (Page A1, Dec. 31): Northeasterners know the frigid chill they feel in the morning air in January. Although we complain about the cold, the changing seasons are a defining feature of the region that many of us wouldn't change. Unfortunately, according to a new study, New England is experiencing the warming effects of *climate change* faster than anywhere else. David Abel cited the study in his article, in which he writes that the seasons as we know them are at risk. Due to *climate change*, we can expect less seasonal variation, more extreme weather events, and significant sea level rise. To help mitigate the most extreme effects of global *climate change*, *Massachusetts* must take immediate action to reduce its *emissions*.

One of the ways we can accomplish this is by reimagining the state's transportation system. The transportation sector makes up more than 40 percent of our state's total *emissions*. We already know that promoting electrification, public transit, and walking and biking are effective ways to reduce *emissions*. Other states have already begun implementing their plans to reimagine transportation, which include facilitating a switch to electric buses and setting goals to reduce vehicle miles traveled.

Massachusetts needs to do its part to cut *emissions*.

Ryan Giunta

Andover

There is much to do right here, so let's get busy

A friend recently e-mailed me to say, "Happy New Year. ("If we don't get it together, we're screwed!") Year." With respect to climate, that's true.

Dharna Noor focuses on national policy in the article "US *carbon emissions* increased in 2021?" (BostonGlobe.com, Jan. 10). At the same time, here in *Massachusetts*, there is much to do.

There are multiple bills in the Legislature that would decrease *emissions*, help us convert to electricity, and make our electricity renewably sourced. Most are in committee and need advocates to urge them forward.

But meanwhile, Eversource wants to build a new gas *pipeline* in Springfield, we don't yet have a net-zero stretch code for buildings, and public transit is insufficient to get people out of cars. We're not exactly leading the way.

Everyone should adopt at least one project — advocacy for a bill, opposition to a *pipeline*, whatever — and push *Massachusetts* to get a move on. It's up to all of us.

Susan Donaldson

Northampton

Gubernatorial hopefuls' plans of action show promise

Regarding your recent article about the *Massachusetts* governor's race ("Climate already shaping gubernatorial race," Metro, Jan. 10), it is about time that we got candidates — for governor and, hopefully, for many other *Massachusetts* offices — with their heads in the right place. Nothing — not COVID-19, not the stock market, not billionaires in spaceships — represents a priority like *climate change*. It's an existential menace to our species. With every passing minute, the danger it represents grows graver.

I want to see every politician who runs for office in this state fall over one another to get us green faster, whether it's 2030, 2040, or 2022. As we've seen with health care and marriage equality, *Massachusetts* has often led the nation in good ideas.

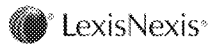
Anna Gooding-Call

Danvers

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More than 50,000 acres of CT estuaries and Long Island Sound designated as 'living laboratories'

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FULL TEXT

Federal authorities formally designated more than 50,000 acres of eastern Long Island Sound as a National Estuarine Research Reserve, the first reserve of its kind to be established in the waters of **Connecticut**.

The reserve, which stretches from the Lower **Connecticut** River Valley in Essex to the waters around Mason Island in Stonington, will also include parcels of land already protected through state parks, federal wildlife areas and local nonprofits.

The designation will not impose new limits on activities such as boating or commercial fishing within the reserve's boundaries, but instead will guarantee that up to \$1 million in federal funding is made available each year for research, educational outreach and coastal management programs within the reserve.

The announcement was made by the National Oceanic and Atmospheric Association, which funds a network of 30 estuarine reserves around the nation, including the newly designated reserve in Long Island Sound. Before the designation, **Connecticut** was one of just two coastal states, along with Louisiana, to not have an estuarine reserve. The designation became official Friday.

More News

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Hamden police make arrest, ID victim in fatal shooting

*

State police: Two dead after wrong-way crash on I-95 in Guilford

“Partnerships are key to the success of our research reserves, and support from the **Connecticut** congressional delegation, state officials, and local leaders was critical to this designation,” Nicole LeBoeuf, director of NOAA's National Ocean Service, said in a statement. “Each reserve brings together stakeholders, scientists, land management professionals and educators to understand coastal management issues and generate local, integrated solutions, while leveraging the science generated within the nationwide network of reserves to make our coasts more resilient.”

Included within the reserve's boundaries are all or portions of Bluff Point State Park, Haley Farm State Park, the Great Island Wildlife Area, the state Department of Energy and Environmental Protection's Marine Headquarters and *Connecticut* Audubon Society's Roger Tory Peterson Nature Area.

Those locations cover an array of environments, from the *Connecticut* River watershed and tidal marshes to the Long Island Sound and its rocky coves and inlets.

The headquarters for the reserve will be located on the campus of the University of *Connecticut* at Avery Point.

Sylvain De Guise, director of UConn's Sea Grant program at Avery Point, said a steering committee made up of the Sea Grant program, UConn Marine Sciences and DEEP will be in charge of hiring the staff to oversee the reserve.

Everything you need to know about skiing the Northeast this winter

Whether you want to stay close to home or head north, here's everything you need to know about skiing or snowboarding in the Northeast and New York this season.

Most Popular

1.

New Haven's Fred Parris, writer of 'In The Still Of The Night,' may be gone — but the song and his legacy will live on

2.

State police: Two dead after wrong-way crash on I-95 in Guilford

3.

'Ready to be done' with COVID: Why experts say fatigue a factor to omicron spread in *CT*

4.

'A carrier of God's light to the world': Chip's Restaurant owner remembered at funeral

5.

Officials: Firefighter injured in leg in auto fire on State Street in New Haven

6.

Police: Man fatally shot in Hamden

7.

Will *climate change* have something to say about the Tweed Airport expansion? Experts think so

"It's a lot of opportunities for collaboration," De Guise said, describing the purpose of a research reserve. "Coordination and collaboration between a program (like UConn Sea Grant) that's responsible for serving a state and a program that is based on a place where you go and touch it and

see it.”

During the application process, which began in 2016, *Connecticut* Audubon Society Executive Director Patrick Comins said his group was consulted to form a list of species of conservation concern — which eventually grew to include about 400 species of birds, fish, mammals, invertebrates and plants.

The location for the reserve was approved by NOAA in 2019, a few months after the state submitted its nomination for the site. A public comment period was opened last fall on the proposal, before final approval of the designation was granted by President Joe Biden's Department of Commerce.

“We're excited that some of the amazing natural resources of Long Island Sound, the *Connecticut* River, and some of our state parks and natural area preserves will be utilized as a ‘living laboratory’ that can help advance national efforts in addressing issues such as *climate change* and environmental stewardship now and in the future,” Gov. Ned Lamont said in a statement hailing the announcement.

U.S. Sen. Chris Murphy, D-Conn, also championed the designation on Friday as part of federal and state efforts to protect the Sound and its watershed. Murphy, a member of the Senate Appropriations Committee, held a roundtable with local leaders in *Connecticut* last September, where he announced he would also seek to increase annual funding for estuarine reserves from \$28 million to \$40 million.

“This designation is a huge win for our state and will increase the funding *Connecticut* gets to improve the health of the Sound,” Murphy said. “I will continue to use my seat on the Appropriations Committee to grow support for the National Estuarine Research Reserve System so this new site can thrive.”

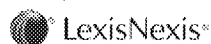
Other examples of estuarine research reserves in the area include the Narragansett Bay Reserve in *Rhode Island* and the Hudson River Reserve in New York.

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Report: Cape Cod's water quality is declining; Watchdog group urges towns to tap new federal infrastructure funds

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The Association to Preserve Cape Cod has released its third annual State of the Waters report, which evaluates *water quality* in the Cape's ponds and lakes, bays and *drinking water* supplies.

What it found is no surprise: continued degradation of both marine and freshwater *water quality*, as well as issues with two municipal *drinking water* systems.

The report noted that, for the first time, none of the 21 marine bays and estuaries the APCC monitors along the Cape's south-facing shoreline had acceptable *water quality*. For the Cape as a whole, only six of 47 bays and estuaries were rated as having acceptable *water quality*, while 41, or 87%, received a grading of unacceptable. Last year's report had 38 receiving a failing grade, or 79%, and in the 2019 report, 68% failed.

Barnstable Harbor and Quivett Creek, on the Brewster-Dennis line, were newly identified in the report as having unacceptable *water quality*.

"Things are worse, from an objective measurement perspective," said Andrew Gottlieb, APCC executive director. "But, with the significant rise in (planning, funding, and building) municipal treatment plants there is reason to be optimistic that while there are residual contaminants [in groundwater] ... steps to address the problem are being taken."

Gottlieb and his organization urged municipalities to take advantage of the \$1 billion from the federal \$1.2-trillion infrastructure bill that will go into the State Revolving Fund managed by the *Massachusetts* Cleanwater Trust and the Department of Environmental Protection. That money will be made available over the next five years, and the feds mandate that 49% of the money go toward loan forgiveness and 51% to support loans for *drinking water* and *wastewater* projects.

The state tends to put these federal dollars into bond markets and uses the proceeds to fund projects, APCC wrote in a recent letter to Cape towns urging them to have projects ready to take advantage of the new federal money.

There is already a heavy load of contaminants from septic systems - which is how more than 80% of Cape properties treat their *wastewater* - that are already in groundwater that will not be addressed by new treatment plans. Septic waste is making a slow but steady march to the sea and freshwater ponds and lakes. It also takes years to get approval and funding for *wastewater* cleanup projects, which are by far the most expensive municipal projects ever undertaken in all of the Cape's towns and fire districts, and will take decades to fully implement.

Wastewater treatment projects

at least a decade away

The Cape may be a decade or more away from the sweet spot where the multi-billion-dollar municipal efforts to clean up *wastewater* using new and existing *wastewater* treatment plants, sewerage and other technologies and strategies are implemented. The systems are designed to remove nutrients such as *nitrogen* and phosphorus from the waste stream that contaminates the region's groundwater supplies and that ultimately results in oxygen-starved water bodies with runaway algal growth. *Stormwater* runoff and lawn fertilizers also contribute nutrients.

The APCC report was based on data from water sampling and monitoring by its researchers and volunteers as well as county, municipal and state organizations. The *water quality* data is compared with various *water quality* standards to produce a grading of acceptable or unacceptable.

APCC tracks freshwater *water quality* in 109 Cape ponds through its cyanobacteria monitoring program. This year, 38 ponds (35%) were graded as unacceptable. The number of ponds being checked has increased every year, but the percentage receiving a failing grade has remained flat at around a third of ponds tested.

Gottlieb noted that just 10% of the Cape's 996 ponds and lakes are sampled and monitored, even though it appears the majority are vulnerable to nutrient contamination and the effects of *climate change*.

"One consistent element affecting them all is warming," he said.

Worries about rising

surface temps in ponds

A 2018 study of ponds in the Cape Cod National Seashore by National Park Service researchers showed two decades of increasing surface water temperatures. The report found that in a majority of the ponds they studied, layers determined by water temperature and density that occur in the summer had strengthened over time.

Known as thermoclines, these layers inhibit the mixing of oxygen from the surface into bottom layers, which then become oxygen-starved and can kill off marine life and vegetation.

Gottlieb noted that these conditions promote the chemical exchange of phosphorus into the water that would otherwise be trapped in decaying leaf and other organic matter in bottom sediments. Along with phosphorus from lawn fertilizer and septic effluent, this natural source can promote the growth of algae, especially cyanobacteria, an algae that produces toxins harmful to animals and humans.

Gottlieb pushed for county officials to fund a Cape Cod Commission study that he said would help to develop a model to evaluate the majority of the Cape's ponds according to whether they were receiving nutrients from natural sources like decaying leaf litter or from human sources like septic systems and runoff - or a combination of both.

Kristy Senatori, Cape Cod Commission executive director, said the commission would soon be releasing an update of the 2003 "Cape Cod Pond and Lake Atlas." She said they are engaged in science-based information gathering and planning on a level comparable to the regional 208 **wastewater** plan that focused mainly on marine water bodies. Senatori said its freshwater initiative should be completed within 12 to 15 months.

Last year's APCC report on municipal **drinking water** systems marked a departure from the universally excellent grades for Cape water suppliers in the previous **water quality** reports. Gottlieb said the downgrading to "good" from "excellent" in some wells in Yarmouth, Barnstable, Sandwich and Bourne, and a boil-water order in Wellfleet, reflected correctable maintenance infrastructure issues and not the source water.

But, Gottlieb said, the next State of the Waters report will include an evaluation of the impact of **PFAS** (per- and polyfluoroalkyl substances) on **drinking water** supplies. Last year was the first year the state required public **drinking water** systems to test for **PFAS**, which form nearly unbreakable chemical bonds and are heat and water resistant.

PFAS chemicals have been linked to testicular, kidney and other cancers, liver damage, high cholesterol, reduced vaccine efficacy and a host of other maladies.

Chatham, Mashpee, Barnstable and other towns have already tested and found **PFAS**. Some are attributable to known point sources such as airports, Joint Base Cape Cod and the now-closed Barnstable County Fire and Rescue Training Academy, but others, like Chatham, have yet to identify a source.

Contact Doug Fraser at dfraser@capecodonline.com Follow him on Twitter: @DougFraserCCT.

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Groton to develop coastal resiliency plan for downtown Mystic

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Jan. 16—GROTON — The town soon will begin a project to develop a plan to help make downtown Mystic more resilient to sea-level rise and *climate change*.

Downtown Mystic is one of the most vulnerable areas in Groton, as it is low-lying, has a dense population and many "historic homes, businesses, and infrastructure" that were mostly built prior to Federal Emergency Management Agency flood zones and National Flood Insurance Program regulations, according to a grant proposal.

The town anticipates sea levels to rise 20 inches by 2050, according to its grant application.

The town received a \$90,000 grant from the National Fish and Wildlife Foundation's Long Island Sound Futures Fund "to educate the public and produce a formalized plan for downtown Mystic that can guide policy and budgeting in the decades to come." The project calls for about \$60,000 in matching funds from the town, with \$55,000 in staff time and \$5,000 in cash, according to town Director of Planning and Development Services Jon Reiner.

The funding is part of \$5.4 million in grants announced last month in a news release from the Long Island Sound Futures Fund for projects in *Connecticut*, New York and *Vermont*.

According to the Long Island Sound Futures Fund, other grants in the area include \$136,160 to the Eastern *Connecticut* Conservation District for "rain gardens and riparian waterway buffers along two pollinator pathways through Groton, Stonington, Ledyard and Preston;" \$59,493 also to the Eastern *Connecticut* Conservation District for "green infrastructure" and "other *stormwater* management tools at a coastal condominium complex in Quana Duck Cove" in Stonington; \$60,000 to Waterford to restore a fishway at Jordan Mill Pond Dam; and \$155,900 to the University of *Connecticut* to develop a shell *recycling* program in Groton and Mystic. Each of those projects also has a matching funds component.

The study in downtown Mystic will include "evaluating infrastructure, potential impacts to historic structures, potential impacts to economic activity, and potential impacts to our natural resources," according to the proposal.

The area's watershed discharges directly into Long Island Sound, and the plan will focus on *water quality*, identifying long-term changes needed "to respond to rising sea levels, and addressing emergency response during times of possible catastrophic storm events," the proposal states.

Consultants will work with town staff to find potential solutions that property and business owners "can do to prepare their location for the impacts of *climate change*," it adds.

The plan will include "a series of public workshops to gather input of residents and business owners on how they envision sea level rise affecting Downtown Mystic."

Reiner said the town is planning to begin the project in the next month or so and will issue a request for proposals to hire a consultant to help develop the plan.

In his letter of support for the grant application, Town Manager John Burt said the town is "keenly aware of the need to prepare for *climate change* and sea level rise."

"Downtown Mystic is a historic town center located at the confluence of the Mystic River and Long Island Sound," he wrote. "This area of Groton is densely populated and contains dozens of businesses that stimulate the local economy. This process would allow us a unique experience to plan for the future while engaging and educating our local residents and businesses."

Burt said at a recent Town Council meeting that officials applied last year for a townwide study but were denied. The town decided to then start focusing on specific areas, with the first one being downtown Mystic. He said the town hopes to expand the study to include River Road and major corridors into downtown.

Reiner said the town also is seeking other grants and plans "to study the entire town for resiliency through other funding and efforts."

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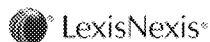
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City adding school buses powered by propane; Despite move away from diesel, critics say more could be done

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ABSTRACT

The majority of Boston's school bus fleet already runs on propane, but advocates bemoaned the city adding more vehicles powered by fossil fuels, a decision made before Mayor Wu took office.

BODY

A spokesperson for Boston Public Schools said the agency has 739 buses in its fleet; 407 of those are propane.

The *Massachusetts* Department of Environmental Protection will spend \$350,000 on 12 propane-powered school buses for Boston at a time when the state's climate plan calls for a rapid shift away from fossil fuels in transportation.

The school buses are part of a \$2 million round of *Massachusetts* grant funding provided by the US Environmental Protection Agency announced this week. The funding aims to cut *pollution* by getting rid of *diesel*-powered vehicles. The state said it will spend \$740,324 on five electric school buses for Springfield contractor First Student Inc., and the 12 buses bound for Boston will use propane, a fossil fuel.

Governor Charlie Baker praised the funding announcements Tuesday.

"Our administration continues to identify and advance projects that better position the state in combating against the impact of *climate change* with an equitable approach," he said in a statement. "The shift to cleaner vehicles will reduce the exposure of our citizens to *diesel emissions*, improve *air quality*, and assist us as we work to meet the Commonwealth's ambitious climate goals."

Those goals, part of climate legislation signed by Baker last year, are reducing the state's *carbon emissions* at least 50 percent below 1990 levels by 2030, 75 percent below those levels by 2040, and getting to "net zero" *emissions* by 2050. Key to achieving those goals is electrifying most of the transportation sector, according to the state's own road map.

The majority of Boston's school bus fleet already runs on propane, but advocates bemoaned the city adding more vehicles powered by fossil fuels rather than moving to electric school buses as some other *Massachusetts* cities are doing.

"It's time for the city to step up and be a leader on electric buses," said Staci Rubin, vice president of *environmental justice* at the Conservation Law Foundation. "Ideally this would have been the time to get electric buses and figure it out."

Data from the US Department of Energy Argonne National Laboratory's transportation fuel calculator tool show that electric school buses far outperform propane school buses in reducing air pollutants and greenhouse gas *emissions* in *Massachusetts*. Compared to *diesel* school buses, propane school buses emit less *nitrogen* oxides, which contribute to harmful air *pollution*. Depending on the age and fuel efficiency of the *diesel* engine, propane buses can provide a slight reduction or a slight increase in greenhouse gases compared to *diesel* buses.

"It's a detour at best, a dead end at worst," said Daniel Sperling, founding director of the Institute of Transportation Studies at University of California Davis.

A spokesperson for Boston Public Schools said this week the agency has 739 buses in its fleet; 407 of those are propane and 332 are *diesel*. BPS began adding propane buses to its school fleet in 2015 and will purchase another 89 propane buses this year, in addition to the 12 funded through the state. School buses have a useful life of around 14 years, according to the Federal Transit Administration.

Mayor Michelle Wu campaigned on "full electrification of our school bus fleet by 2030," a goal that will be out of reach if Boston uses the propane buses purchased this year for their useful lifespan. The deadline to apply for this grant funding was in July of last year, before Wu became mayor. She took office in November.

"Moving to electric buses for our school bus fleet is key to our plans to advance a Green New Deal for Boston," Wu said in a statement. "Our Environment Department and BPS are actively working with state and federal partners to achieve that goal as soon as possible, and pursuing funding opportunities to make electric buses a reality for all Boston schools."

Baker's office did not respond to a request for comment about how propane school buses fit with the state's climate goals.

Courtney Rainey, deputy chief of staff and director of government affairs for the *Massachusetts* DEP, said applicants were awarded based on their project's ability to reduce harmful *diesel emissions*.

"By providing grants to replace a range of *diesel* vehicles, engines, and equipment with newer, cleaner *diesel*, zero tailpipe emission, hybrid or alternative fuel versions, we can help to accelerate the retirement of older, less efficient, and more polluting vehicles across the Commonwealth," she said via e-mail.

A spokesperson for BPS said the city has identified another grant to support a pilot project for electric school buses. The city is planning charging infrastructure and working with vendors that are testing electric buses in extremely cold weather similar to Boston's, the spokesperson said.

"This interim propane step will help reduce BPS's school bus environmental impact immediately, while BPS DOT works to electrify its fleet," the spokesperson said in an e-mail.

Propane school buses are far less expensive than electric ones. The *Massachusetts* DEP said in its announcement that the new grant funding ranges from 25 to 45 percent of the vehicle replacement costs, depending on how much they will reduce *nitrogen* oxides and other *emissions*.

Argonne National Laboratory estimates the cost of an electric school bus is \$300,000 and the cost of a propane school bus is \$108,000.

Still, other cities and towns across *Massachusetts* are already adding electric school buses to their fleets, including Springfield through its school bus contractor as part of this round of grant funding. Arlington and Beverly have used federal funding sources administered by the state for school bus electrification.

Veena Dharmaraj, director of transportation for the *Massachusetts* Sierra Club, called Boston's decision to use the grant funding for propane buses a "missed opportunity."

Dharmaraj, Rubin, and other advocates want to see Boston commit to electrifying its entire school bus fleet by 2030.

"We should be done with incremental benefits," she said. "We need the change to happen fast."

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US regulators to consider shutting gas compressor; Change in makeup of panel could affect Weymouth decision

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ABSTRACT

Democrats now have a majority of the five seats on the Federal Energy Regulatory Commission, which gives hope to the station's opponents.

BODY

After a succession of unplanned shutdowns and emergency gas releases at a controversial compressor station in Weymouth, federal regulators next week will consider whether to revoke its authorization to continue operating.

The Federal Energy Regulatory Commission, after months of deadlock, this week scheduled the hearing on the compressor for next Thursday. A year ago, the commission ruled it had previously improperly denied hearing from neighbors and environmental advocates who have long opposed the \$100 million compressor. Opponents have long said it presents health and safety risks to the densely populated Fore River Basin.

But the new hearing had been delayed for much of the past year as a result of a political deadlock, with Democrats citing concerns about its safety and environmental impact and Republicans citing the need to maintain the reliability of the energy system.

But in November, a new Democratic appointee joined the commission, giving Democrats a majority of the five seats. That has offered a glimmer of hope to the compressor station's opponents that the panel might this time vote to shut it down.

"We are hopeful that FERC will take the time to consider not just the horrible siting of this facility, but also the consequences for *climate change* and the *environmental justice* neighborhoods," said Alice Arena, president of Fore River Residents Against the Compressor Station. "We hope they take the long view and question whether the station is necessary, at a time when we need to stop building fossil fuel infrastructure."

Officials at FERC declined to comment.

At a hearing held online last year, commissioner Richard Glick, now FERC's chairman, said the agency should look more closely at the impact the station has had on low-income residents who live nearby and "do more than give lip service to *environmental justice*."

"That needs to change," he said.

In a post on Twitter soon afterward, Glick added that the station "raises serious *environmental justice* questions, which we need to examine. The communities surrounding the project are regularly subjected to high levels of *pollution* & residents are concerned *emissions* from the station will make things worse."

At the time, another Democratic appointee, Allison Clements, said FERC should "carefully consider how to address health and safety concerns." The commissioners serve five-year, staggered terms, and no more than three of the five may be from the same party as the president.

In May, Glick, a Democrat who was appointed during Donald Trump's presidency, released a statement deriding Republicans for delaying the hearing and said the commission had an obligation to look at safety concerns at the station, which has experienced four unplanned shutdowns less than a year after it began operating in the fall of 2020.

"If we were presented with information, after a project receives a certificate, but before it is placed in service, that the project is located on top of an active fault line, should we just ignore that fact and just tell the project developer to place the project in service â€” no questions asked?" he said. "Of course not!"

He added: "We are talking about an area that includes two *environmental justice* communities and where local residents already have a higher incidence of cancer, asthma, heart disease, and other maladies. So when people in the community hear that the project . . . released methane and other pollutants into the air that they breathe . . . why do we not care about those citizens and their fears?"

The 7,700-horsepower compressor was built by Enbridge, a Canadian *pipeline* giant, as part of its \$600 million Atlantic Bridge project. The compressor, the subject of a Globe investigation in 2020, can pump 57.5 million cubic feet of gas a day from Weymouth to *Maine* and Canada.

When asked about the commission's hearing scheduled for next week, Max Bergeron, a spokesman for Enbridge, said the station has already been "extensively and thoroughly reviewed" by FERC and other agencies "as part of a transparent and inclusive multiyear public permitting process, which resulted in the project meeting all applicable standards and receiving all necessary approvals to proceed."

"We remain committed to continuing to operate the compressor station safely and responsibly," he said.

Enbridge originally planned to begin operations in 2017, nearly three years after the station was proposed. While it was delayed as a result of vocal opposition, it ultimately won crucial federal approvals and state permits.

The Weymouth station has been a source of conflict at FERC for years, but especially over the past year.

Last year, as the commissioners debated whether to approve an order to hear complaints from opponents, the Republican commissioners argued that such additional testimony â€” after the station was granted approval to operate â€” violated the law.

"Intended or not, the message from this order is clear: even if a *pipeline* has its certificate, a court upholds that certificate, and that *pipeline* is in compliance, the commission can now find a way to modify, or even possibly revoke, the certificate," wrote James Danly, who was appointed by Trump, in a dissenting opinion.

Mark Christie, also appointed by Trump, added in a separate opinion: "Today's capricious action violates the most basic standards of regulatory due process and regulatory finality, both of which are absolutely necessary."

The fate of the compressor station may now come down to FERC's newest commissioner, Willie Phillips, who joined the panel over the fall. He was appointed by President Biden.

He could not be reached for comment.

Senator Edward Markey said he was grateful the commissioners planned to reconsider their authorization of the station.

"The Weymouth compressor station is a clear threat to our communities and the environment and does nothing to address energy reliability in *Massachusetts*," he said in a statement. "I am pleased that FERC has finally heeded my repeated calls to revisit the unwarranted approval of this dangerous project."

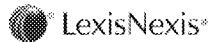
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Interior slated to hold first offshore wind power auction

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TRENTON, N.J. - The Biden administration has announced that it will hold its first offshore wind auction next month, offering nearly 500,000 acres off the coast of New York and New Jersey for wind energy projects that could produce enough electricity to power nearly 2 million homes.

Interior Secretary Deb Haaland said the Feb. 23 auction in the New York Bight region will allow offshore wind developers to bid on six lease areas, the most ever offered in an auction for offshore wind energy projects.

"Offshore wind opportunities like the New York Bight present a once-in-a-generation opportunity to fight *climate change* and create good-paying, union jobs in the United States," Haaland said Wednesday.

The auction comes after the administration announced a flurry of *clean energy* actions Wednesday, such as steps to speed up reviews of *clean energy* projects on public lands, including solar, onshore wind and geothermal energy. The Interior Department has approved 18 onshore projects during Biden's first year in office. The projects are set to deliver more than 4 gigawatts of *clean energy*, powering more than 1 million homes.

President Joe Biden has set a goal to install 30 gigawatts of offshore *wind power* by 2030, generating enough electricity to power more than 10 million homes. The administration has approved the nation's first two commercial-scale offshore wind projects in federal waters: the 800-megawatt Vineyard Wind project off the *Massachusetts* coast and the 130-megawatt South Fork wind farm near New York's Long Island.

Haaland has said the Interior Department hopes to conduct as many as seven offshore wind lease

sales by 2025, including the New York Bight and sales offshore in the Carolinas and California later this year.

Democratic Govs. Kathy Hochul of New York and Phil Murphy of New Jersey hailed the New York Bight lease sale, saying it would help their states chart an ambitious path toward a **clean energy** economy. The projects there could produce up to 7 gigawatts of electricity.

The administration's announcement rankled some commercial fishing groups, who have complained that wind projects off the East Coast could interfere with efforts to catch seafood species such as scallops, clams and sea bass. Annie Hawkins, executive director of Responsible Offshore Development Alliance, a group representing fishing associations and companies, said the Biden administration has been moving offshore wind projects at a "staggering" pace, with insufficient environmental reviews or public comment.

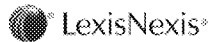
The Interior Department said it consulted with commercial fisheries and other stakeholders before moving forward with the lease sale, resulting in a 72% reduction in the size of the proposed lease area.

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NDDH offers its communities radon test kits

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TRACI HASTINGS

CHRONICLE STAFF WRITER

January is National **Radon** Action Month and while COVID is the foremost public health crisis on the minds of many, local residents can also take steps to reduce the risk from other dangers.

The Northeast District Department of Health has received a limited number of **radon** test kits through the state Department of Public Health for distribution to residents of member towns.

The NDDH includes the municipalities of Brooklyn, Canterbury, Eastford, Hampton, Killingly, Plainfield, Pomfret, Putnam, Thompson, Union and Woodstock.

Radon is a radioactive gas found naturally in the environment, but its presence in homes can lead to lung cancer.

It can't be seen or smelled, but there are test kits that can determine if high and potentially dangerous levels of **radon** exist in your home.

" Because you can't see, taste or smell **radon**, people are often unaware that this silent killer could

be in their homes," said Dr. Manisha Juthani, the Commissioner of the state's Department of Public Health in a release announcing the statewide distribution of testing kits.

"Testing for *radon* and reducing elevated levels is important and could save your life or the lives of your loved ones."

Winter is the optimal time to test for *radon* levels.

Homes with levels of 4.0 pCi/L or higher should undergo remediation at once. Those with homes with levels between 2.0 and 4.0 pCi/L should also consider ways to minimize exposure.

Certified *radon* mitigation professionals can be found on the state's Department of Public Health's website at www.ct.gov/radon.

Those who cannot obtain a test kit from their local health department can obtain one from hardware stores or through the American Lung Association at www.lung.org.

Those who receive free kits through the NDDH will have two weeks to use it and will receive a follow-up call from the department for assistance.

NDDH residents can pick up a free kit while supplies last at the regional office, located at 69 S. Main St., Unit 4, in Brooklyn.

The kits cannot be mailed or reserved in advance and are available on a firstcome, first-serve basis only.

The office is open Mondays, Tuesdays, Wednesdays and Thursdays from 8 a.m. to 4 p.m. and Fridays from 8 a.m. to noon.

Masks are required to enter the NDDH office.

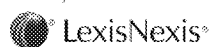
For more information, visit www.nddh.org or call the office at 860-7747350.

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Route 9 asphalt plant proposed for Old Ferry Road

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BY BOB A UDETTE *Vermont* News & Media

DUMMERSTON - A two-year project to rebuild 12.5 miles of Route 9 between Brattleboro and Wilmington is going to require a lot of asphalt and a lot of trucks hauling that asphalt.

A hot mix asphalt plant proposed for Old Ferry Road will produce 200,000 tons of the stuff and up to 100 trucks a day will move it to the worksite.

The details of the operation are in an Act 250 application from Pike Industries, which will deliver the plant, install it and operate it as Pike mills, pulverises and resurfaces Route 9.

A representative from Pike Industries referred the Reformer to its application for questions about the project.

The asphalt plant will be set up in a quarry site at Allard Lumber, next door to Windham Solid Waste.

Fifty trucks are expected each day, delivering materials to be converted into asphalt, and 20 passenger vehicle trips are also expected.

Raw materials will be sourced from the neighboring quarry, the milled pavement from the project and a quarry in West Lebanon, N.H.

Trucks will access the site via Interstate-91 Exit 3, either to travel to the construction site or to arrive from the West Lebanon gravel quarry. Their use of local roads will be limited to travel between the facility and Exit 3, according to the application.

The plant, which will burn 400,000 gallons of ultra-low sulfur *diesel* each year for two years, mixes gravel and sand with crude oil derivatives to make the asphalt. The plant heats the asphalt cement in enclosed tanks, then combines it with crushed rock.

A *diesel* generator will supply electricity, the application states.

The Agency of Natural Resources has determined that the plant will likely have *emissions* of benzene, formaldehyde, naphthalene, arsenic compounds, cadmium compounds, hexavalent chromium compounds, nickel compounds, lead compounds and crystalline silica.

However, *emissions* won't be at a level that contributes "to a violation of any ambient *air quality* standard or significantly deteriorates *air quality*," according to the application.

An air control permit has already been issued.

Bob Audette can be contacted at raudette@reformer.com

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